

Declassified E.O. 12356 Section 3.3/NND No. 785020

ACC

10000/124/263 IMAS/SI-4/N

10000/124/263 IMAS/SI-4/N PROPELLERS
MAR. 46 - MAR. 47

0797

SI-L/W/138

15 March 1947.

From: United States Naval Member, Naval Sub-Section, IMAS.
To: Amleto Ronchini, Viale Italia No. 12,
La Spezia.
Subject: Machine for processing surface of propeller blades.
Reference: (a) Your ltr. of 10 January 1947 addressed to
Admiral Stone.

1. Your letter has been referred to this office for action. I take pleasure in informing you that I have referred your letter to the Office of Research and Inventions, United States Navy Department, Washington, D.C., for consideration. They have been requested to communicate directly with you.

2. In addition, your letter is being referred through British Naval Channels to the Admiralty in London.

H. W. ZIEGLI,
Commodore, U. S. Navy.

181045/3
JRS

18 MAR 1947

551

SI-2/W/137

15 March 1947.

From:
To:United States Member, Naval Sub-Section, UNAS.
Office of Research and Inventions, United States
Navy Department, Washington D.C.

Subject:

Machine for processing surface of propeller blades.-
Information.

Enclosure:

- (A) Copy of ltr. from Anloio Donatini, La Spezia,
Italy dated 10 January 1947.
(B) Copy of Minister of Marine ltr. 1591 of 10 March
1946.

1. Enclosures (A) and (B) are forwarded herewith for
information and such action as may be deemed necessary.
2. It is requested that reply be directed to Mr. Donatini
directly.

H. W. ZIROLI,
Commodore, U. S. Navy.

18 MAR 1947

550

From: Amleto DONATINI, Viale Italia 12, La Spezia.
To : Admiral Stone, U.S. Embassy, Rome.
Date: 10th January, 1947.

First of all I hope you will excuse my approaching you. I am an old State employee, pensioned since 1940, an ex chief technician in the Italian Navy which I left before my age limit was due, for Fascist reasons.

In 1938, when I was still on regular service, I invented a machine for processing the surface of propeller blades for running forward or astern, of any width, diameter or type.

At that time, the Ministerial Commission for examining inventions useful to the Navy, awarded me a money prize and congratulated me on my work.

On the 9/10/45, I informed the Minister of Marine that I had made substantial improvements to my machine which rendered it simpler and more practicable, and I suggested authorization for the construction of a machine of this type in the La Spezia Dockyard offices. The Minister, noting the modifications, praised me for the improvements I had made, but regretted to have to inform me that for financial reasons he was unable to grant me authorization for the construction of the machine.

On the 12/3/46, through a representative at La Spezia, who had commercial connections with American industrial concerns, I approached one of these firms, namely the Tucamp Shipbuilding Co. of Philadelphia, with an offer to sell them my patent. The Company answered, after a few months, that it could not consider my offer, as its yards did not manufacture propellers but only Cruisers. I therefore, in my letter dated 25th May, 1946, requested the directors of the Company to forward the matter to other firms known to them, and who specialized in the manufacture of propellers.

As I have received no answer up to the present, I would appreciate it if you could use your good offices to hasten such an answer. I have sent the above firm a report on the working of the machine with the necessary drawings drawn on a reduced scale, and a report of the advantages of the machine itself.

Enclosed herewith is a copy of the letters sent to the Philadelphia firm and a copy of the Minister of Marine's letter.

Please excuse me again for approaching you and thank you in anticipation.

(Sgd) Amleto DONATINI.

JLE/G
20.

2-1-47

From : THE MINISTER OF MARINE.
To : Amleto Donatini, 12 Viale Italia, La Spezia.
Date : 10th March, 1946.
Ref. : 1591

I am answering your letters of the 20th November, 1945 and of the 2nd inst., in which you offered the most recent plan of your machine for processing propeller blades, so that the Navy could make one for the La Spezia Dockyard. While I thank you for your offer, I regret that financial reasons make it impossible to proceed with the work.

I am happy, on the other hand, to express my congratulations for your project which shows marked improvements on the prototype, praised at the time by the Commission for the examination of inventions useful to the Navy.

Finally, I enclose herewith the 8 drawings and 2 photographs.

(Sgd). De Gourten

JLF/C.
20.

348

DONATINI AMLETO

Viale Italia n.12

LA SPEZIA

La Spezia li 10/1/1947

AL PREG. MO SIG. AMIRAGLIO STONE
AMBASCIATA AMERICANA

R O M A

Innanzi tutto Vi prego volermi perdonare se mi permetto importunarVi.-

Sono un vecchio funzionario dello Stato - ex Capo Tecnico della Marina Italiana - in pensione dal 1940.-

Ho lasciato il servizio prima di avere raggiunto il limite di età per motivi fascisti.-

Nel 1938 quando ero ancora in servizio attivo, ideavo una macchina per lavorare la superficie delle pale di elica - marcia avanti e indietro (corso) di qualunque passo, diametro e tipo.-

In quell'epoca la Commissione Ministeriale incaricata per giudicare i lavori utili alla Marina, mi premiava con un premio in denaro e mi elogiava per il mio ritrovato.-

In data 9/10/1945 informavo il Ministro della Marina che avevo apportato alla mia macchina delle modifiche sostanziali da renderla più semplice e più pratica all'uso, nel contempo chiedevo che mi fosse concessa l'autorizzazione per la costruzione di un esemplare di detta macchina nelle officine dell'Arsenale di La Spezia. Il Ministro, preso visione delle modifiche, mi elogiava per il diligente studio delle varianti apportate, però era dispiacente comunicarmi che per ragioni di bilancio non poteva concedermi l'autorizzazione per la co-

NAXY S/C.

0801

Innanzi tutto Vi prego volermi perdonare se mi permetto importunarVi.-

Sono un vecchio funzionario dello Stato - ex Capo Tecnico della Marina Italiana - in pensione dal 1940.-

Ho lasciato il servizio prima di avere raggiunto il limite di età per motivi fascisti.-

Nel 1938 quando ero ancora in servizio attivo, ideavo una macchina per lavorare la superficie delle pale di elica - marcia avanti e indietro (corso) di qualunque passo, diametro e tipo.-

In quell'epoca la Commissione Ministeriale incaricata per giudicare i lavori utili alla Marina, mi premiava con un premio in denaro e mi elogiava per il mio ritrovato.-

In data 9/10/1945 informavo il Ministro della Marina che avevo apportato alla mia macchina delle modifiche sostanziali da renderla più semplice e più pratica all'uso, nel contempo chiedevo che mi fosse concessa l'autorizzazione per la costruzione di un esemplare di detta macchina nelle officine dell'Arsenale di La Spezia. Il Ministro, preso visione delle modifiche, mi elogiava per il diligente studio delle varianti apportate, però era dispiacente comunicarmi che per ragioni di bilancio non poteva concedermi l'autorizzazione per la costruzione della macchina.-

Il 12/3/1946, a mezzo di un rappresentante di La Spezia, che aveva rapporti commerciali con Stabilimenti Industriali Americani, facevo recapitare ad uno di questi Stabilimenti e cioè

...../.....

0 8 0 3

alla Tucamp Shep building Company di Filadelfia una proposta di vendita del mio brevetto. Lo, stabilimento in argomento dopo qualche mese rispondeva che non poteva prendere in considerazione tale proposta, perchè le loro Officine non costruivano eliche, ma bensì solo Incrociatori.-

Dalla risposta ottenuta dal detto Stabilimento, con altra lettera in data 25 maggio 1946, pregavo i Dirigenti dello Stabilimento in argomento di passare la pratica ad altri Stabilimenti di loro conoscenza specializzati per la costruzione di eliche.-

Siccome a tutt'oggi non mi è ancora pervenuta nessuna risposta al riguardo, pregherei la S.V. si potesse interporre i Suoi buoni Uffici in modo da poter avere una risposta.-

Vi faccio presente che al sopra accennato Stabilimento è stato spedito una relazione del funzionamento della macchina con relativi disegni dimostrativi in scala ridotta ed una relazione dei vantaggi della macchina stessa.-

Alla presente Vi unisco copia delle lettere inviate allo Stabilimento di Filadelfia ed una copia della lettera del Ministro della Marina.-

Vi rinnovo le mie più sentite scuse e i più sentiti ringraziamenti anticipati per tutto quello che potrete fare per me.-

Con i più doverosi ossequi

Donatini Amleto



Recapito:

Donatini Amleto
Viale Italia n.12
La Spezia

546

ne tale proposta, perchè le loro Officine non costruivano eliche, ma bensì solo Incrociatori.-

Dalla risposta ottenuta dal detto Stabilimento, con altra lettera in data 25 maggio 1946, pregavo i Dirigenti dello Stabilimento in argomento di passare la pratica ad altri Stabilimenti di loro conoscenza specializzati per la costruzione di eliche.-

Siccome a tutt'oggi non mi è ancora pervenuta nessuna risposta al riguardo, pregherei la S.V. si potesse interporre i Suoi buoni Uffici in modo da poter avere una risposta.-

Vi faccio presente che al sopra accennato Stabilimento è stato spedito una relazione del funzionamento della macchina con relativi disegni dimostrativi in scala ridotta ed una relazione dei vantaggi della macchina stessa.-

Alla presente Vi unisco copia delle lettere inviate allo Stabilimento di Filadelfia ed una copia della lettera del Ministero della Marina.-

Vi rinnovo le mie più sentite scuse e i più sentiti ringraziamenti anticipati per tutto quello che potrete fare per me.-

Con i più doverosi ossequi

Donatini Amleto



Recapito:

Donatini Amleto
Viale Italia n.12
La Spezia

546

IL MINISTRO DELLA MARINA

Roma, li 10 marzo 1946

1591

Al Cav.Uff. Amleto Donatini
Viale Italia n.12

LA SPEZIA

Rispondo alle Sue lettere del 20 novembre u.s.

e del 2 corrente mese con le quali Lei ha offerto il più recente progetto della Sua macchina per la lavorazione delle pale di elica, affinché la R.Marina possa costruirne un esemplare per il R.Arsenale di La Spezia. Mentre La ringrazio vivamente per l'offerta stessa, sono molto spiacente che motivi di bilancio non consentano di dar corso al lavoro.

Mi è gradito, d'altra parte, esprimerle il mio vivo compiacimento per il diligente progetto presentato, il quale contempla notevoli perfezionamenti rispetto a quello originale, giudicato a suo tempo meritevole di elogio dalla Commissione per l'esame dei lavori utili alla R.Marina.

Restituisco infine qui allegati 8 disegni e 2 fotografie.

Cordiali saluti

De Curten

545

12th of March 1945

To
GRAY Shipbuilding Company
Richmond and Harris Streets

PHILADELPHIA U.S.A.

Machine for working surface
of propeller blades: : : : : :

Dear Sirs,

Mr. Giuseppe Wrenchi, to whom you kindly wrote on 29th of November 1945, has entered in our new firm as technical-specialist and he is also authorized to sign.-

As we learned from contents of your above mentioned esteemed letter, you are building cruisers now; therefore we consider that you could be interested in a patented machine for milling, turning and polishing with every surface of propeller blades, running forward or back. This machine has been studied by Engineer Donatini Auletto, who was before appointing to Marine Arsenal of Royal Italian Navy in Le Svezia; now he is a private man.-

Italian Navy Department, actually is combining with Mr. Donatini for construction of one type of such a machine for proper use.-

Investor is disposed to sale to you this patent, which has:

N° 361225, and supplement

N° 394142 Class IV, as per enclosed printed pamphlet.-

The sale to you of this patent should be allowed for U.S.A. and in U.S.A. with authorization to construct and deliver every size and number of this type of machine not only in and for U.S.A. but also in all States of Central and Southern America, viz: Argentina, Brazil, Chile, Peru and so on, as well as to work propellers and construct the same with these machines for your account and for others.

Mr. Donatini is asking for this Dollars 70.000, = (Seventy thousand U.S.A. Dollars, considering one Dollar equal to 220, = Italian Lire (two hundred and twenty).

By consequence, in case you should decide to combine business with inventor, the payment must be done on above mentioned basis of exchange: if less or higher, you have to pay less or more Dollars. Payment to be done near an Italian Bank in U.S.A. Dollars, which will be indicated, when sale of patent has become perfect.-

We beg to note, that Mr. Donatini, besides that simple sale of patent, is personally at your disposal for giving to you every detail, any information and to explain to you everything relating construction of said machines; he is also ready to come over to America and assist you during

of propeller blades:.....

Dear Sirs,

Mr. Giuseppe Frenchi, to whom you kindly wrote on 29th of November 1945, has entered in our new firm as technical-specialist and he is also authorized to sign.

As we learned from contents of your above mentioned esteemed letter, you are building cruisers now; therefore we consider that you could be interested in a patented machine for milling, turning and polishing with every surface of propeller blades, running forward or back. This machine has been studied by Engineer Donatini Alisto, who was before expertizing to Marine Arsenal of Royal Italian Navy in La Spezia; now he is a private man.

Italian Navy Department, actually is combining with Mr. Donatini for construction of one type of such a machine for proper use.

Investor is disposed to sale to you this patent, which has:

No 301226, and supplement

No 394142 Class IV, as per enclosed printed pamphlet.

The sale to you of this patent should be allowed for U.S.A. and in U.S.A. with authorization to construct and deliver every size and number of this type of machine not only in and for U.S.A. but also in all States of Central and Southern America, viz: Argentina, Brazil, Chile, Peru and so on, as well as to work propellers and construct the same with these machines for your account and for others.

Mr. Donatini is asking for this Dollars 70.000, = (seventy thousand U.S.A. Dollars, considering one Dollar equal to 220, = Italian Lire

(two hundred and twenty).

By consequence, in case you should decide to combine business with inventor, the payment must be done on above mentioned base of exchange, if less or higher, you have to pay less or more Dollars. Payment to be done near an Italian Bank in U.S.A. Dollars, which will be indicated, when sale of patent has become perfect.

We beg to note, that Mr. Donatini, besides that simple sale of patent, is personally at your disposal for giving to you every detail, any information and to explain to you everything relating construction of said machine; he is also ready to come over to America and assist you during construction of the first type of such a machine against payment of the pure, really expenses.

Her enclosed pamphlet with drawings—we think—will give you an exact idea of the type of machine, which forms object of Donatini's patent. In any way, we beg to explain to you some advantages which offers the same:

The new machine differs from all other types. This machine is of

0808

Declassified E.O. 12356 Section 3.3/NND No. 785020

able to work all the three blades of a propeller contemporary viz in
the same time till to the root of hub.

We remain, Dear Sirs, with our best regards,

Yours' faithfully

WROCLAW di G. BARDI

549

1 pamphlet Donatini Patent.

7th of March 1943

To Cramp Shoemaking Company, Philadelphia

The other types of machines of this kind, which actually are one the same as to work only one blade by means of ordinary utensils like on a turner's lathe for centering, still retaining a certain portion rough on the worked blade, not arriving till to root of hub, work must be finished with pneumatic tool hammers; the work towards back can not be done with these machines not having the back part of propeller a geometric law; this work must be done by pneumatic tool hammers, with the new machine however, at least two blades of the three, can be worked automatically after having moulded one blade one the back part, in manner that with ordinary system is taken off the minus quantity of metal for arriving to desired measures of drawing (with a superior metal); when having finished the two preceding blades already worked, proceed then in working the third blade. The working of the two blades on the back of propeller is done in the following manner. There is taken off one milling utensil from one of the vertical arms and substituted by a wheel (which is free in the arm support, in the milling utensil which is put near the blade prepared like a mould; it is natural that the three vertical arms and also the horizontal one, being free in the column, turn following the movement which figure of moulded propeller is giving; the movement of sliding up is given by the three screws on the sides of column. A weight will be fixed to the arm supporting the wheel in such way that wheel is maintained in continuous contact with moulded blade; it is clear, that in such manner will be followed the geometrical figure of the blade itself. Besides with the new machine you have the important advantage in working time realised in finishing a propeller; compared with a machine actually in commerce, you can calculate the economy of time in relation of one to five. Another advantage of the new machine consist in having balanced propeller automatically after having finished the work, having the blade been worked uniformly with equal thickness; by consequence it is not necessary to do like in the old machines on the market, that is to say, you are not obliged to return several times adjusting, taking off metal from one or from the other blade after having worked the same (this work) it is well known, requires so much time in taking off metal, besides this work it is necessary to be done by hand.

If you should prefer to construct the first type of machine here in Italy, near an establishment you wish to choose, also for having occasion to let it see in Milan exhibition which opens in September, Mr. Donatini could follow and assist construction of such machine against the self improvement you should consider a portance.

We hope that our present proposal will meet your approval, and remain at your complete disposal for any further explanation in clearing up every point you want.

542

La Spez. 23 May 1946

OGGETTO: Donatini's Patent////:.....: To

GRAP SHIPBUILDING COMPANY
Richmond and Morris Streets
PHILADELPHIA, 25.P.A.
United States of America

Dear Sirs,

Referring to your esteemed favour of April 17 n° JJ40/50,209 I am very sorry to hear that you are not engaged in the manufacture of propellers and therefore have no interest in Mr. Donatini's patent covering a machine for processing the surface of propeller blades.--

In view of above said, I would ask to your courtesy to send manufacturers of propellers, and in the same time to beg them to let me have an answer relating this argument.--

I would be very obliged, if these gentlemen should answer by Air Mail.--

With my best thanks in anticipation for your kindness,

I remain, dear Sirs,

Yours very faithfully,

GIUSEPPE FRANCHI

541

0811